

The Constitution:

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ATLANTA, GEORGIA.

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CORRESPONDENCE containing important news collected from all parts of the country.

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THE CONSTITUTION,
Atlanta, Georgia.

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It is our determination to make this paper surpass everything in the history of

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With our new outfit and equipment we can make a paper that will advertise Atlanta far and wide, and that will be a matter of pride to every Georgian.

We feel that we have the right to appeal to the Atlanta public for a generous patronage, and to expect every merchant and manufacturer in the city to aid us in carrying out this great undertaking, that will redound no less to the honor of Atlanta than to our own profit.

The paper will be for sale in wrappers at 5 cents each, and our people can find no better way to build up the city than by sending out this paper, which shall be an apostle for Atlanta and for Georgia. Orders for papers should be filed as early as possible.

Advertising rates furnished on application, and guaranteed lower than ever given for a like circulation and occasion.

Address—

THE CONSTITUTION,
ATLANTA, GA.

The English government has contracted with a Chicago firm to supply 5,000,000 pounds of compressed beef for the Gordon relief expedition.

It is said that Senator Plumb is scheming with North Carolina republicans for the capture of that state. This is one of the humorous features of the campaign.

The Princess Kalomine, whom Queen Victoria's son-in-law married and then tried to throw off, refuses to be put down so easily. She has appeared here to the emperor of Germany, and is determined to gain the full price of her blighted affections.

A disastrous storm yesterday did great damage in several parts of the country. In Dakota much property was destroyed and several persons killed. In Indiana and Illinois the wind carried desolation in its course, leaving death and destruction behind it.

Yesterday was a lively day for Virginia politicians. Besides the contest in which Mahone and Cameron are the opposing leaders, nearly every district in the state held one, two or three conventions. There will at least be candidates enough if there are not offices enough.

The terrible tragedy in an Illinois town yesterday, in which one woman killed another and then committed suicide, is shocking enough for a state notorious for its bloody deeds. Candidate Logan would do well to carry his campaign into the rural hamlet of O'Fallon.

A decree of court having declared Willard F. Storey incapacitated for the management of his affairs, Mr. Patterson, the business manager of the Chicago Times has been put in charge of that sheet. It is to be hoped that as a sane man is now in charge of it, that it will no longer be the journalistic sewer of Chicago.

Editor Mose P. Handy, in his editorial correspondence to the Philadelphia Press, admits that Connecticut is a more doubtful state to the republicans than either New York or New Jersey. As there is no doubt whatever of the democracy carrying both New York and New Jersey, the situation must appear exceedingly blue to Editor Handy.

The last legislature of Louisiana passed an act providing that hereafter all executions in that state should be private, the number of persons present being limited to fifteen. Three murderers passed through the trap in that state yesterday, and were thus debared from making speeches which they would not have lived had they escaped the gallows.

The farmers of Alabama, through the state agricultural society, have resolved that the resources of their state shall be creditably represented at the New Orleans exposition. Alabama is awakening to the necessity of inducing immigration to turn her way, and is determined to do energetic work to reach the leading place among the southern states.

The republicans now give up all hope of carrying Virginia, and even concede the loss of every district in congress. Mahoneites are nominated in every district, for none of whom will the republicans vote, while the democrats will have candidates of their own. Just now are General Mahone, of Virginia; General Chalmers, of Mississippi; and Colonel Jack Brown, of Georgia.

AN OUTRAGE.

Several of the leading citizens of Cobb county were in the city yesterday attending the United States commissioner's court.

It seems that a man named A. E. Johnston, of Cobb county, took offense at some parties who were witnesses against him in Cobb county court, and he came before the United States commissioner in this city, and swore out a warrant against William Grover, James Davis, Perry Morris, and B. Nicholson, charging them with conspiracy. These defendants are all good law-abiding citizens, and have the good opinion of all their neighbors. Some of them have never been in a court, even on the civil side, much less charged with a criminal offense.

They were called suddenly from their homes, had to leave their work, and of course not knowing the nature of the charge against them, summoned their neighbors to come along with them to help them out. When they arrived here, yesterday, the man who swore out the warrant could not be found. His wife had been subpoenaed, at his instance, but he did not come because there were warrants against him, and he was afraid he would be arrested, and the case could not be tried, his wife having no knowledge thereof.

It is unreasonable then that the south is solid when we are having just such cases as this in a northern state would result in some one suffering. A dozen men were called away from home for nothing; simply, as it is believed, to give a man the chance to collect some fees for his family as witnesses, he being afraid himself to attend the court and make good his pretended charges. This state of affairs will last only until the next administration.

THE TRUCK FARMERS.

On the 14th of September the truck growers association will meet in convention. The meeting is a very important one. A majority of the truck farmers of the state will be present, and there is no doubt that whatever action the convention takes will be decisive. It is to be hoped that such railroad as are interested in fostering and extending the business of truck growing will be represented by those that have authority to speak for them. There has been, and there is now, a tendency on the part of some of the truck business in Georgia, and there seems to be a tendency on the part of others to regard it as a sort of temporary affair, and to regard it as a sort of temporary affair, and to regard it as a sort of temporary affair.

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respects to matters of this kind, and while it is true that they have not been ready to recognize these responsibilities in the past, nevertheless we hope that they are ready to recognize them now. They have it in their power to do a great work for Georgia.

THE SCOTCH CROFTERS.

It appears that considerable uncalculated sympathy has been wasted upon the colony of Scotch crofters in Robeson county, North Carolina. There are two sides to every question, and the story of the sufferings and misfortunes of these colonists has at last been authoritatively contradicted.

These are the salient facts in the case. Some time last spring twenty families of Scotch crofters were imported into North Carolina. They came imported into North Carolina in their native land was one of abject misery and hopeless poverty. Once settled in Robeson county, employment was given to all who were willing to work. Reports, however, got abroad, and were widely published, to the effect that the poor crofters had leaped from the frying pan into the fire. In fact, it was boldly asserted that the condition in their native land was worse than it was in their new home. Sympathizing newspapers spoke of the difficulties under which the crofters labored, and among other things suggested that they were compelled to live in wretched cabins and eat corn bread and butter.

It is quite likely that some benevolent scheme on the "forty-acre and mule" order had been started for the little colony, and that it had been thrown upon the situation. A Mr. D. P. McEachern writes to the Constitution as follows:

I see an article in the Constitution of the 14th of September, in which you state that the Scotch crofters, who were imported into Robeson county, N. C., are dissatisfied with the land they have been given, and that they are returning to Scotland. I have written to the British vice-consul in Charleston to try and remove them to this state last spring, and there has been a tendency on the part of some of the truck business in Georgia, and there seems to be a tendency on the part of others to regard it as a sort of temporary affair, and to regard it as a sort of temporary affair, and to regard it as a sort of temporary affair.

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HUMPHREYS CASTLEMAN

BROKER AND DEALER IN

STOCKS AND BONDS

OFFICE

Cate City National Bank Building.

P.O. Box 8 and 9. (P.O. Street Entrance)

BANK

OF THE

STATE OF GEORGIA.

ATLANTA, GEORGIA.

CASH CAPITAL \$100,000.00

STOCKS AND BONDS

BANKERS (with unimpaired property)

worth over a million dollars individually liable.

W. H. PATTERSON,

Bond and Stock Broker

24 PRYOR STREET.

WANTED.

Georgia Railroad stock.

Atlanta and West Point Railroad Stock.

Central Railroad Stock.

Atlanta and West Point Debentures.

Central Railroad Debentures.

Atlanta's per cent. Bonds.

FOR SALE.

Atlanta Street Railroad Co. Stock.

Georgia Pacific Railroad Bonds.

State of Georgia Bonds.

Atlanta's per cent. Bonds.

Georgia Railroad Bonds.

FINANCE AND COMMERCE.

Bonds, Stocks and Money.

CONSTITUTION OFFICE.

ATLANTA, AUGUST 29, 1884.

The market for all securities very flat. Central

stock continues very weak with free offerings and

few buyers.

Money is in limited supply at 10 1/2 per cent.

New York exchange buying at par; selling at

11 1/2 to 1 1/4 premium.

STATE AND CITY BONDS.

BID. ASKED. BID. ASKED.

Ga. 7s, 1888-1891 102 103 101 102

Ga. 7s, 1891-1894 102 103 101 102

Ga. 7s, 1894-1897 102 103 101 102

Ga. 7s, 1897-1900 102 103 101 102

Ga. 7s, 1900-1903 102 103 101 102

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Ga. 7s, 1999-2002 102 103 101 102

Ga. 7s, 2002-2005 102 103 101 102

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Ga. 7s, 2008-2011 102 103 101 102

Ga. 7s, 2011-2014 102 103 101 102

Ga. 7s, 2014-2017 102 103 101 102

Ga. 7s, 2017-2020 102 103 101 102

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Ga. 7s, 2164-2167 102 103 101 102

Ga. 7s, 2167-2170 102 103 101 102

Ga. 7s, 2170-2173 102 103 101 102

Ga. 7s, 2173-2176 102 103 101 102

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Ga. 7s, 2179-2182 102 103 101 102

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Ga. 7s, 2191-2194 102 103 101 102

Ga. 7s, 2194-2197 102 103 101 102

Ga. 7s, 2197-2200 102 103 101 102

Ga. 7s, 2200-2203 102 103 101 102

Ga. 7s, 2203-2206 102 103 101 102

Ga. 7s, 2206-2209 102 103 101 102

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Ga. 7s, 2236-2239 102 103 101 102

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Ga. 7s, 2281-2284 102 103 101 102

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Ga. 7s, 2398-2401 102 103 101 102

Ga. 7s, 2401-2404 102 103 101 102

Ga.

Way. East Tennessee, Virginia & Georgia
RAILROAD.
DIVISIONS IN GEORGIA.
THE NEW SHORT LINE
Chattanooga to Atlanta.
Atlanta to Macon
The shortest of all routes
Chattanooga and the West
To Florida and the Southeast
Only Line Running Pullman Sleeping Cars Daily
Between Atlanta and Florida
The Year Round Without Change and Without
Delay. Trains at Atlanta Arrive at and Depart
from Union Depot at 10:00 a.m. and 10:00 p.m.
THE ONLY LINE RUNNING
THROUGH PASSENGER COACHES
Between Chattanooga and Jacksonville, Fla.
Without Change and Without Extra Fare.
CONDENSED LOCAL PASSENGER SCHEDULE (on
are run) in effect August 25th, 1884.

SOUTHWARD.		
STATIONS.	Train No. 51.	Train No. 52.
Leave CLEVELAND.	8:15 a.m.	2:40 p.m.
Arrive CHATTANOOGA.	8:25 a.m.	2:50 p.m.
Arrive Dalton.	9:25 a.m.	3:15 p.m.
Arrive Dalton.	9:50 a.m.	3:40 p.m.
Arrive Dalton.	10:15 a.m.	3:50 p.m.
Arrive Dalton.	10:40 a.m.	4:10 p.m.
Arrive Dalton.	11:05 a.m.	4:30 p.m.
Arrive Dalton.	11:30 p.m.	4:40 p.m.
Arrive Dalton.	11:55 p.m.	4:50 p.m.
Arrive Dalton.	12:20 p.m.	5:00 p.m.
Arrive Dalton.	12:45 p.m.	5:10 p.m.
Arrive Dalton.	1:10 p.m.	5:20 p.m.
Arrive Dalton.	1:35 p.m.	5:30 p.m.
Arrive Dalton.	1:50 p.m.	5:40 p.m.
Arrive Dalton.	2:15 p.m.	5:50 p.m.
Arrive Dalton.	2:40 p.m.	6:00 p.m.
Arrive Dalton.	3:05 p.m.	6:10 p.m.
Arrive Dalton.	3:30 p.m.	6:20 p.m.
Arrive Dalton.	3:55 p.m.	6:30 p.m.
Arrive Dalton.	4:20 p.m.	6:40 p.m.
Arrive Dalton.	4:45 p.m.	6:50 p.m.
Arrive Dalton.	5:10 p.m.	7:00 p.m.
Arrive Dalton.	5:35 p.m.	7:10 p.m.
Arrive Dalton.	6:00 p.m.	7:20 p.m.
Arrive Dalton.	6:25 p.m.	7:30 p.m.
Arrive Dalton.	6:50 p.m.	7:40 p.m.
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Arrive Dalton.	10:10 p.m.	9:00 p.m.
Arrive Dalton.	10:35 p.m.	9:10 p.m.
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Arrive Dalton.	1:05 a.m.	10:10 p.m.
Arrive Dalton.	1:30 a.m.	10:20 p.m.
Arrive Dalton.	1:55 a.m.	10:30 p.m.
Arrive Dalton.	2:20 a.m.	10:40 p.m.
Arrive Dalton.	2:45 a.m.	10:50 p.m.
Arrive Dalton.	3:10 a.m.	11:00 p.m.
Arrive Dalton.	3:35 a.m.	11:10 p.m.
Arrive Dalton.	4:00 a.m.	11:20 p.m.
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Arrive Dalton.	8:10 a.m.	1:00 a.m.
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Arrive Dalton.	7:00 p.m.	5:20 a.m.
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Arrive Dalton.	1:20 p.m.	12:40 p.m.
Arrive Dalton.	1:45 p.m.	12:50 p.m.
Arrive Dalton.	2:10 p.m.	1:00 p.m.
Arrive Dalton.	2:35 p.m.	1:10 p.m.
Arrive Dalton.	3:00 p.m.	1:20 p.m.
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Arrive Dalton.	3:50 p.m.	1:40 p.m.
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Arrive Dalton.	1:50 a.m.	5:40 p.m.
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Arrive Dalton.	2:40 a.m.	6:00 p.m.
Arrive Dalton.	3:05 a.m.	6:10 p.m.
Arrive Dalton.	3:30 a.m.	6:20 p.m.
Arrive Dalton.	3:55 a.m.	6:30 p.m.
Arrive Dalton.	4:20 a.m.	6:40 p.m.
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Arrive Dalton.	9:20 a.m.	8:40 p.m.
Arrive Dalton.	9:45 a.m.	8:50 p.m.
Arrive Dalton.	10:10 a.m.	9:00 p.m.
Arrive Dalton.	10:35 a.m.	9:10 p.m.
Arrive Dalton.	11:00 a.m.	9:20 p.m.
Arrive Dalton.	11:25 a.m.	9:30 p.m.
Arrive Dalton.	11:50 a.m.	9:40 p.m.
Arrive Dalton.	12:15 p.m.	9:50 p.m.
Arrive Dalton.	12:40 p.m.	10:00 p.m.
Arrive Dalton.	1:05 p.m.	10:10 p.m.
Arrive Dalton.	1:30 p.m.	10:20 p.m.
Arrive Dalton.	1:55 p.m.	10:30 p.m.
Arrive Dalton.	2:20 p.m.	10:40 p.m.
Arrive Dalton.	2:45 p.m.	10:50 p.m.
Arrive Dalton.	3:10 p.m.	11:00 p.m.
Arrive Dalton.	3:35 p.m.	11:10 p.m.
Arrive Dalton.	4:00 p.m.	11:20 p.m.
Arrive Dalton.	4:25 p.m.	11:30 p.m.
Arrive Dalton.	4:50 p.m.	11:40 p.m.
Arrive Dalton.	5:15 p.m.	11:50 p.m.
Arrive Dalton.	5:40 p.m.	12:00 a.m.
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Arrive Dalton.	7:20 p.m.	12:40 a.m.
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Arrive Dalton.	8:10 p.m.	1:00 a.m.
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Arrive Dalton.	9:50 p.m.	1:40 a.m.
Arrive Dalton.	10:15 p.m.	1:50 a.m.
Arrive Dalton.	10:40 p.m.	2:00 a.m.
Arrive Dalton.	11:05 p.m.	2

